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## **One-Link Road**

### **Connectivity with Gwadar through CPEC Routes: A Gateway to Progress**

By

<sup>1</sup>Saira Sheikh Shabbir<sup>2</sup> Prof. Abdul Manan**Abstract:**

*In CPEC, Balochistan especially Gwadar port holds an important position. After the inauguration of CPEC, Gwadar and Balochistan has become the central issue of the Pakistan, China and the whole Asia. As like, China's One Belt, One Road (OBOR) initiative, Gwadar would also connect all the provinces of Pakistan with each other through highways and trades. Although, there were various controversies on CPEC, now, a consensus is being established and the routes have been finalized to promote regional connectivity which would ultimately lead towards the China, and Eurasia. In a result, the geographical and economic conditions of Gwadar will be progressive in the near future through the proposed investments and developments in Balochistan.*

**Keywords:** CPEC, Gwadar Port, Balochistan, Regional Connectivity**Introduction:**

Idea of China-Pakistan Economic Corridor was given by both countries in era of Musharraf. This idea was emphasis by Chinese Premier Keqiang and CPEC agreement was signed. In 2013, a project of 200 kilometer tunnels and construction work was signed by CPEC and total cost of this project was \$18 billion (Noonari & Memon, 2017).

In 2014, with contribution of Chinese banks and companies, CPEC started projects along with energy and infrastructure projects. Total cost of these projects was \$45.6 billion. Gwadar port was improved and advanced by construction of roads network, highway and some other roads which are still under construction in Balochistan (Ali et al., 2017).

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This study is majorly focusing on CPEC route and its links to other routes particularly with highway in province Balochistan. For example karakoram highway linked with Silk Road thus it connects Balochistan with china and other provinces (Anwar, Khan, & Sarwar, 2017)

Gwadar port has a key importance in CPEC because it provides a shorter route to china for their energy transportation. It also connects china to hambantota and sittweand Chittagong. Moreover, Gwadar port can play essential role for gas and oil supplier of Middle East ( Hussain & Hussain, 2017).

China attained a unique status in planet economy in last four decades. Many developmental and advanced projects were started to contribute in nation progress. Chinese economy and its worldwide administration were upgraded by money related emergency of 2007-2008. China focused on acknowledgment and exchange of old relationship with nations and made new terms kinship and association. Trademark of engagements over the world were raised by President Xi Jinping (Hussain, 2017).

Valuable engagements are established now with south Asia for being neighbor of china. Mr. Xi was one who went to south Asian nation and exchange idea of improvement program over there. In Afghanistan, china has turn out for peace and improvement which is required for prosperity of afghan nation(Tong, 2015).

According to Chinese welfare record, china has begun many developmental working programs in Pakistan now. China always shared a healthy relation with Pakistan but social work was started in 1990 in roughly manner. In 2003, President of China Jintao and President of Pakistan Musharraf did a meeting which came up with strong results (Chaziza, 2016). Statements for future collaboration were highlighted a collective proclamation in 2006 fortified the collaboration, in meeting in Islamabad, FTA (Free Trade Agreement) had the main and basic aim of this meeting during the visit of Chinese President to Islamabad.

According to record, total exchange volume between Pakistan and china from 1998 to 2015 is \$1 billion to \$15.15 billion (Sial, 2014). This improved participation gave framework of China-Pakistan economic Corridor (CPEC). South Indian nations were parted according to this collaboration as some countries take a gander on it as an open door to success while some take a gander at it as an organization together against their interest(Ahmar, 2015).

### **Historical Evolution of the Economic Corridor:**

Historical background of CPEC was followed since 1950. Pak-China relationship is always gainful and useful for both nations. Apart from the fact that relationship was ruined in mid of 1970s because of some issue but after that both countries did not let it ruined. Both countries helped each other in every kind of circumstances as China was encouraged by Pakistan helped in the matter of one-link connective of China with the world. This was specially arranged by Pakistani air space which was happened through Pakistani International Airline in a simplest manner. Hence, this plan of China also defended and hard up by Pakistan in UN at individual basis formerly to UN Security Council (Abid & Ashfaq, 2015).

In 1972, President Nixon visited Pakistan and framework for this visit was established when Pakistan facilitate to mastermind visit of Henry Kissinger to china. China helped Pakistan to fulfill aim of critical highways and roads needs and financed Pakistani projects to improve military capabilities, especially, in 1968, the establishment of Heavy Mechanical Complex which was built in Taxila, and in 1970, establishing a factory in East Pakistan was considered the major supporting projects by China (Javaid and Jahangir, 2015).

After Afghanistan war, USA left Pakistan alone and Pakistan faced financial issue. China came forward to help Pakistan.

In 1990, Pakistan and china has endorsed by forces of USA because of bargaining issue on atomic and rocket program. But china supported and helped Pakistan by opposing the weight. Andrew Small used a term of participation shadow in 2015 to view the mystery of large proportion of collaboration and arrangements to keep the feedback away (Chaudhry, 2014). Both nations are successful to maintain the trust throughout these years and this trust is playing a key role of strong relation. On the basis of past record, china is giving an extraordinary concentration of work in future (Javaid & Jahangir, 2015).

CPEP is most authentic and strong case. Two nations stopped the idea for two decades but started it afterward and procedure was made more accurate and smooth to meet expectations in last stages. After President Musharraf visited china in 2003, two nations designed their participation than in 2006 trade agreement was made to help and support exchange. This exchange was \$15.15 in 2015 while it was \$1 in 1998 (Rahman & Shurong, 2017). This exchange is encouraged by planning of extension up to \$18 ill 2018. In last PPP-led government in Pakistan, President Asif Ali Zardari made advancements in effective way and secure CPEC projects and other collaborations with china. After the Indus water work which started in 1660, CPEC is most significant venture in Pakistan.

CPEC is widely gainful of people of both countries undoubtedly. Dr. Abdul Malik Baloch who is hon. boss minister approached CMPRU for solution of Corridor issue. The Report submitted on May,28.3015, help to clarify position of Baluchistan's government position helped outline Balochistan government's position and sort out all debates. It is going to encourage the exchange and educating the society about exchange on general bases.

### **Current Proposals in CPEC:**

Pakistan's need for energy and economic development can be meeting by collection of projects including CPEC. According to perspective of Pakistan, CPEC is an ideal project before of few features such as low interest loan, grant, zero interest loans and no interference of china in state affair for development policy. CPEC is considered as golden key to economic development, infrastructure and energy security.

Few CPEC projects are given below which are playing vital role in way to prosperity:

#### **The Gwadar Port:**

The Gwadar Port most considerable and significant project in CPEC. It is located in Gwadar which is small city of south Pakistan. Gwadar was not considered an important city before construction of port. Port was constructed in 2002 under administration of Musharref. Later, it came under CPEC projects when the COPH Limited took over management in 2013 (as cited in People's Daily, China). It made easy access to Balochistan and proved economically important to unemployed individuals. Not only Pakistan but also for china it proved as beneficial project (Abid & Ashfaq, 2015).

#### **Energy Shortfall:**

Energy shortfall comes under major critical issue in Pakistan as country is failed to meet demand for supply. Thus it is hurdle in way to development. Pakistan is trying to overcome is critical issue with help of CPEC. China is providing \$45 billion for this purpose. Energy generating ability of Pakistan is 22,000 MW and has energy deficit of 5000MW. CPEC project is estimated to provide 17,000 MW of energy. China is providing various facilities, for instance, hydropower plants, solar power parks (i.e. Bahawalpur Solar Power Park), wind power (in Baluchistan) and coal power plants in Thar Parker to overcome energy shortfall and it is expected that this problem will be overcome till 2020 with help of CPEC (Hali, Yong, & Kamran, 2017).

#### **Pakistani Infrastructure:**

CPEC activities in infrastructure cover high way metros in different cities railways etc. Basic aim of infrastructure is to improve transportation; easy access to villages and less develop areas. High project is divided to four dimension, these routes are named as: Upgradation of the Karakorum Highway and Western Central and Eastern routes.

Karakorum highway was established in 1972.its route starts from Abbottabad to reach to Chinese border passing through gilgit. Than it enters to Xinjiang province of China (Irshad, 2015).

**Railway System in Pakistan:**

Railway system is improvised by CPEC. Its route starts from Gwadar in south Pakistan and reached to kashgar in west china. Additionally a metro line is established in Lahore to meet demand of easy transportation. it is expected Pakistan's most rapid transport system (Mehmood, n. d.)

In CPEC, Pakistan is also focusing on proper and managed security of the workers from China along with the local workers as well as the other impotent assets of CPEC. The main focus is to provide a secure environment for the projects and their on-time completion along with the secure environment assurance for involved stake holders of the projects.

**One-Link Route Connectivity with Gwadar:**

Pakistan and China financial collaboration was planned in mid 2000s to make Gwadar to Kashghar (highway) economic corridor which will link Baluchistan with West China Region (Sinkiang).

Advancement in Gwadar port is helping both states to make land transport availability. It ultimately makes fruitful impact on transportation, tourism and economy. They is important to understand of the factor that without constructing this port or without having the vehicle network, no movement concerning the Corridor can occur. The basic element of the Corridor is the Gwadar port. In 2006 guide was made to convey planning commission logo, which is taken as the major authority proof to distinguish the course for the Economic Corridor. Thus this course on the guide is related to that one which is used for 'the Central Route' by the government (Muzalevsky, 2014).

**The Central Route is Stipulated to Pass through:**

Following route is stipulated for the Gwadar: (Muzalevsky, 2014)

Gwadar-to-Turbat-to-Panjgur-to-Khuzdar-to-Ratodero-to-Kashmore-to-Rajanpur-to-DGKhan-to-DIKhan-to-Bannu-to-Kohat-to-Peshawar-to-Hasanabdal and onwards.

So there is more than one adaptation for corridor course. Therefore, more than one adaptation of the Corridor course has risen. Eastern route has also risen by national government and it is stipulated by following way:

Gwadar-to-Turbat-to-Panjgur-to-Khuzdar-to-Ratodero-to-Kashmore-to-Rajanpur-to-DGKhan-to-Multan-to-Faisalabad-to-Rawalpindi-to-Hasanabdal.

Developments have made in eastern route and it is consider as third route of interest. This route is named as western route. Proposed route is given as following:

Gwadar-to-Turbat-to-Panjgur-to-Khuzdar-to-Kalat-to-Quetta-to-Zhob-to-DIKhan-to-Bannu-to-Kohat-to-Peshawar-to-Hasanabdal and so on.

#### **The Controversial Route Elements:**

Proposed course by economic corridor inside Pakistan has turned to controversy. Conflicting debate has been raised .three major strand are related to government endeavor's respect to clarify.

Firstly, there is no change in government position in course however it was neglected to identify assumptions of administration during first course. Government position was kept in higher portion (Hassan, 2005).

In 2015, three positions were took by the national government as there were three courses and everyone should be fabricate in these courses. But This justification and clarification can't consider conceivable; because assets cannot access to assemble everyone linked to three courses and China would not give assets without questioning to political contradictions in Pakistan (Hassan, 2005).

One change about three courses is its working stages clarification. Central and western courses will work on later stages. There is no surety about arrival of later stages. Moreover for working courses, there should be reasonable method about accommodation that which course will be work first

The problems and issues related to the Economic Corridor Routes among the political parties in Pakistan have been resolved and progressive. Furthermore, the debate seems to have been fuelled by introductory hush and resulting conflicting articulations. Three principle strands can be related to respect to government endeavor at clarifications.

At first, the central government was not showing its concerns about the route and "no change" policy was adapted at earlier stages, hence, gradually and steadily after the consul agreement among the all representative political parties of Pakistan, the position of central government was seen changed.

Consequently, in 2015, in a result of a meeting which was held among all political parties of Pakistan, the government of Pakistan has decided to provide an equal and reasonable access to all provinces to CPEC central route via Eastern and Western routes. Hence, the controversy on CPEC almost looked faded since 2015 up-till now.

And in a result, it is concluded that there will be three routes which would be completed in stages; but the Eastern route will be built at the first stage quickly and Central and Western routes could be completed at the next stages gradually. A reasonable method of reasoning should be accommodated the course that will be constructed first. Moreover, outside financing has additionally been masterminded the Zhob-Dera Ismail Khan segment.

**Distance:**

A course is about physical separation such as water bodies (rivers) mountain and so on. In this case, this standard is legitimize the 'briefest conceivable course', and do not have involvement of financial matters in middle zone but known as travel path. If the goal of this course is monetary movement support than conceivable separation is considered as attainable separation and now it will be call as financial path.

**Cost:**

There are few factors which can be helpful to figure out the cost by researchers.

**The Opportunity Cost of Land:**

Cost to obtain the land can be varying according to land worth and location for example if land is under use for beneficial purpose its cost would be high while land by way side may have less cost.

**Nature of Landscape:**

The cost of street building would be low if this street passes through fields. It will be high if there are scaffolds and ducts which effects land level.

**Natural Contemplations:**

If redirected arrangement of street is required by virtue, the cost will be high. For example: a national stop.

**Military Contemplations:**

If street arrangement is redirected near to military region the cost will be higher. In this case land worth will be higher.

**Security Conditions:**

If the zone is unsafe because criminal and extremist activities. Then high expanses are required for security purposes.

**The Cost will become high Political Economy:**

Road connectivity helps us to approach local market, education and medical care. In this case road alignment is considered for beneficial purposes and cost will become high. Lack of market access can cause bad impact on economic and social conditions. A good route provides better connect to achieve good output.

**Conclusion & Recommendation:**

The Western Path is probably going to be the short and minimum cost as far as happenstance cost and disengagement pay cost. By interaction, the Eastern path is probably going to be the very expensive as far as land obtaining and separation pay. Disputations that prior areas in that are probably going to frivolous and expenses are not viable, as most sections should be augmented and re-laid to oblige the volume and stack of the activity that is probably going to be made.

The Eastern path is likewise liable to be diplomatically troublesome and rise as a wellspring of dogmatic precariousness and carries the peril of jeopardizing the entire Corridor design. On the off chance that choice of the Eastern path is made on grounds that the "Western" and "Focal" courses carry security dangers, at that point security observations today will be exchanged for interprovincial disagreement and political insecurity later on. Security contemplations are critical, obviously; be that as it may, assault of alienated ranges with employments is a superior choice than barrage with rambles.

The significance of the venture requests that the debate be settled at the most prompt and a bargain arrangement that reaches the goals of the considerable number of areas is called for.

One route forward could be to receive:

1. The Western Route, with two loops:

Khuzdar-to-Ratoder-to-Sukkur to link with the Lahore & Karachi Motorway.

DIKhan-to-Sarghoda-to-Lahore-Karachi Motorway.

A blend of courses, crossing every one of the regions of the nation can prompt a parkway of national reconciliation and dependability.



**Postscript:****The APC Decision:**

The All Party Conference of May 28, 2015 consistently chosen to embrace a changed Western path that would go through:

□ Gwadar-Turbat-Hoshab-Panjgur-Besima-Kalat-Quetta-QilaSaifullah-Zhob-Dera Ismail Khan-Mianwali-Attock-Hasanabdal-and onwards

This course is better than every single other alternative as far as happenstance cost of land and separation pay costs, as demonstrated as follows.

The Western path goes through the absolute most blocked off and immature regions of the nation and is probably going to demonstrate basic to the improvement of the range, especially as far as opening up to showcase focuses, and era of business openings.

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